

CEYLON TO DEVELOP ITS WATER POWER

Hydroelectric Plants Will Be Installed

The Public Works Department of Ceylon has taken up the work of investigating the island's hydro-electric resources, which work was delayed by the war, and it is expected arrangements will be made for the early installation of the proposed electric power stations in the island's industries and the partial transformation of the transportation systems from steam to electricity, including the extension and development of the use of electricity for domestic purposes in Colombo and other centers of population. Although the standard American frequency of sixty cycles has been previously employed in eastern countries during recent years, the electrical adviser to the Government of Ceylon, who was sent to the Government of Ceylon to study the above projects, strongly recommends the British standard of fifty cycles and states in his report that it is confidently anticipated that the consulting engineers employed to draw up the specifications will be able to place the order for the equipment within the British Empire.

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MARKET REVIVES IN NEW ZEALAND

Great Britain Unable to Handle Orders and Dominion Turns Here.

AUCKLAND, July 1.—The decline in value of the paper currency of this Dominion quite generally alarmed the importers of New Zealand during the first months of the present year, but conditions are looking very much brighter, and with fair treatment on the part of American manufacturers and exporters it seems clear that American interests can depend on a moderately good business in this market during the coming year.

For a time at the beginning of the present year the New Zealand importer transferred many of his American orders to Great Britain, only to ascertain that British houses were faced with a much greater volume of orders than they could possibly handle within a reasonable time, and it is clear that the New Zealand importer must wait from nine months to a year before receiving much from Great Britain.

Consequently the importer turned again to the United States, and orders have been going in very generally since that time for such lines as were urgently needed in this Dominion.

There is no question but that the adverse exchange rate has interfered, and will interfere, to some extent with the volume of American business; but with money plentiful here, with stocks low, and with a desire to undertake many private and public improvements as well as a large amount of construction work, such as homes, school buildings, railway and highway construction and hydroelectric developments, there certainly will be heavy imports, and most of these must come from the United States, for there does not seem to be much hope of getting very large quantities of goods from British or European manufacturers.

Quite a large number of New Zealand business men are in the United States at the present to study American conditions and methods, with a view to forming permanent business connections that certainly will have an important bearing on the future business between the two countries, and it is to be hoped that American manufacturers and producers will meet these men, and all others who may follow, in a generous way and grant them all the facilities possible.

The imports of this Dominion amount to about \$120,000,000 per annum, of which the United States supplied \$11,110,554 in 1914 and \$26,874,130 in 1919. They are very largely composed of manufactured articles, practically all of which might be supplied by the United States, provided the manufacturers can meet the additional tariff imposed against other than British made goods and offer the credits which New Zealand importers were accustomed to receive from the British manufacturer before the war.

If American manufacturers and exporters of this market will endeavor to meet the conditions indicated above, as well as to accommodate the New Zealand importer with reasonable credit facilities, there is no reason to believe that business in this Dominion should suffer materially during the next two or three years unless the exchange rate gets much worse.

AMERICAN FAR EAST SHIPPING COMBINES

Aim Is to Secure Dependable Freight Rates.

The United States Shipping Board Trans-Pacific Conference, composed of the shipping companies employing vessels allocated by the Shipping Board to American business, with headquarters in Shanghai and with the head office for Japan and Korea, the chief aim of this new combination of shipping companies is to secure dependable freight service and dependable freight rates.

R. O. Baker will be chairman of the conference for Japan, with offices at Kobe. The following operating lines are members of the combine: Struthers & Dixon, Robert Dollar & Co., Pacific Mail Steamship Company, the Admiral Line, Los Angeles-Pacific Navigation Company and Frank Waterhouse & Co.

Makden Needs Canned Goods. American Consul-General A. W. Pontius, Mukden, China, says there is still a demand for American canned goods in Mukden, and calls attention to the advisability of American packers and canners keeping a personal representative in Manchuria or appointing reliable firms as their agents, as at present local dealers have to obtain their supply of American products from Shanghai, through Chinese middlemen who obtain their goods from the foreign importers, and consequently by the time the goods are placed on the retail market the price has become prohibitive except to the better class.

Shantung Railroad Makes Gains. It has been officially announced by the Shantung Railway Administration that the goods transported by that railway between Tsinan and Tsingtau during 1919 totaled 987,500 tons, an increase of 156,724 tons over 1918. The number of passengers carried during 1919 totaled 2,944,000, and it is expected there will be a 30 per cent. increase in both freight and passenger traffic during the ensuing year.

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GOOD ROADS PUSHED IN NEW ZEALAND

Building Machinery Probably Will Be Needed.

AUCKLAND, July 1.—The good roads campaign in New Zealand is being backed in all sections of the country by individuals, industrial organizations and municipal authorities. This general move has caused the New Zealand Government to appoint a Royal Commission to report upon one important arterial road in the North Island, extending from Havelock to Hamilton, a distance of about 120 miles, and doubtless other important arterial road commissions will soon be appointed.

The Whakatana County Council has decided to expend \$729,375 on a country road in that county in a comparatively short time, provided material and labor can be secured. This will open up an important agricultural and grazing section of the Dominion in the vicinity of Bay of Plenty.

The Otamatea County Council has been authorized to raise a loan of \$48,565 to purchase three motor trucks, two stone crushing plants, complete ploughs, scarifiers, etc., necessary for building stone roads and generally improving the roads of that district. The county seat and important town in the county is Hanganui. Here may be seen an opening for American road machinery.

The Thames County Council proposes to expend \$311,456 shortly for bituminous road and street work, including necessary machinery.

JAPAN TO DISCARD UNWORTHY PEERS

Spirit of Democracy Working as a Leaven in Old Institutions.

The onslaught of the democratic tide has wrought remarkable changes in Japan within the past few years. Democracy has become a popular slogan, and the dignified public officials as well as the common people are by little knowing what it really means, attempting to do what is right.

Against the frivolity of the rank and file, more encouraging signs have been manifesting themselves in the nation's efforts to adjust various classes of citizens to the current tendency of liberalism. One notable outcome of such endeavors has been exemplified in the innovation which is now taking place in the "sacred" institution of the peerage.

In Japan the peerage is subdivided into five grades, namely, Prince, Marquis, Count, Viscount and Baron. At present there are 11 Princes, 10 Counts, 23 Viscounts and 46 Barons, making a total of 90 peers. Although the peerage in its present form originated in 1884, it has existed in a slightly different order from ancient times.

The courtiers, or Kuge, and feudal lords, or Daimyo, of olden days correspond to the peers of today. By origin the Japanese peers may be classified into four distinct groups: those who are descendants of the former courtiers; the former Daimyo and their offspring; those who were created peers in recent times, through meritorious services to the State and empire; and, finally, Korean peers who were created after the annexation.

Politically, the nobles wield some influence. All Princes and Marquises sit in the House of Peers, and the other three inferior orders of peerage send to the House from among their respective orders the Representatives, not exceeding one-fifth of the 325 members of the House of Peers, 228 members are nobles, and the other are Imperial nominees (124), and those elected from among the higher taxpaying classes (40).

By the Constitution the House of Peers shares with the House of Representatives power and privilege of voting all legislative and financial measures. Accordingly, however important, and checkmate the lower house, it occasionally requires it.

The innovation now taking place in the institution of peerage is a wide one. It aims to reduce the number of nobles and improve their quality. Since the peerage is a hereditary title in Japan, the number of nobles increases as fast as new ones are created, while the quality is being degraded, as titles are often bequeathed to unworthy sons. In order to remedy such tendencies, the Department of the Imperial Household has drafted a new Peerage act, which is now being submitted to the emperor for approval.

The act provides that upon the death of the holder of a title, his heir inherits, not the title his father held, but the one inferior to it. Thus the heir of a Viscount becomes a Baron, and the son of a Baron becomes an ordinary citizen. This arrangement, the department claims, will do away with many objectionable features of the institution and opens a way or the creation of many worthy new peers. Public opinion enthusiastically approves the new scheme.

JAPANESE GRAIN DAMAGED

Wheat and Barley Crops Probably Will Be Short.

According to statistics published by the Japanese Ministry of Agriculture and Commerce, it is estimated the 1920 wheat and barley crops of Japan will show a decrease of 4 per cent. and 9.5 per cent. respectively, due to damp weather at the beginning of the year, while naked barley, it is estimated, will show a gain of 9 per cent. over last year's production.

It is expected the wheat crop will yield 5,478,500 bushels, 4,629 bushels less than the 1919 crop, and naked barley 7,917,273 koku.

JAVA GOOD FIELD FOR STEEL EXPORTS

Trade Commissioner Describes Conditions in the Dutch East Indies.

BATAVIA, Java, July 1.—A survey of the iron and steel trade of the Dutch East Indies by United States Trade Commissioner John A. Fowler shows that trade conditions in that colony were normal in 1913, prices were low, and much new construction was under way. In 1917 the prices, according to the American market, had touched a point 260 per cent. above the high point of 1913.

After the beginning of the war construction in Java dropped to the minimum of necessity and plans for development have since been held in abeyance. In 1918 there was an increase in the imports as shown by the quantity of steel supplied to the year the United States supplied a large percentage of the total and Australia appeared for the first time as an important factor in this trade.

Rails are needed by the State railways and for many lines throughout Java and in Madura and northern Sumatra. Steel ties are used for switches and crossings. The rails are from 18 to 33.4 kilos per meter (36.25 to 67.33 pounds per yard) and are generally ordered in 9 meter (1 meter—1.093 yards) lengths, 10 per cent. shorts.

Big Order for Rails.

An order was recently placed by the purchasing agent of the Netherlands Government, 17 Battery place, New York City, for 150,000 tons of material, mostly made up of rails. Sugar estates and other plantations use rails of from 18 to 25 pounds to the yard in lengths of 9 meters for the 16-pound rails and 7 meters for 18 and 20 pound rails. The gauge of these tracks varies. Sometimes they are laid on wooden ties and at other times are made up into portable sections of steel ties. No variation in length is permitted in orders for these buyers. Steel ties are bought in 5.6 meter lengths (5 meter 8 1/8 inches) of 16 pounds to the yard, with the bulk of the business in 10 and 12 pound weights. All are in 5 meter lengths and no variation in length is allowed. As the "goods wagons" (freight cars) of the State railway are built in lengths of only 5 and 5 1/2 meters, rails of longer lengths require an extra charge for transportation, which should be remembered in filling orders specifying short lengths.

Clip bolts required for plantations in central and eastern Java are 11 by 20 millimeter (1 1/8 by 3/4 inch) sizes, the length being measured from under the head to the end of the bolt. As it is also the custom in specifying bolts to state the length of the bolt from under the head to the inside of the nut, the nut to be flared with the bolt end, it is safer, in quoting prices and lengths, to state the system used. Flatplate bolts, in which most of the business is done, are in millimeter sizes, 10x12, 11x15, 13x15 and 13x15 under the head and to the end of the bolt.

Other Demands for Steel.

The import of bars, flat sheets and plates into the Dutch East Indies increased from 25,001 metric tons in 1917 to 27,024 metric tons in 1918. These amounts are arbitrarily valued at 500 guilders a ton by the division of imports and exports.

Round mild steel is in general demand from three-sixteenths up to two inches, and importers normally carry considerable stocks. Twisted squares and corrugated bars are not so common. The engineer here claiming that no advantage would be gained in their use. Tool, drill and other high grades of steel are not in demand, tools being made by native and Chinese blacksmiths. Special orders are given by machine shops for a quick cutting steel. There is a general demand for spring steel from native wagon makers, machine shops and Government railways.

Flat and square bars for stock are carried in sizes from one-fourth to one inch by one to five inches for the general trade. There is a fair demand for ship plates, principally from the Government shipyards. Gauges advance in sixteenths from three-sixteenths to nine-sixteenths and in eighths from five-eighths to one inch, with the bulk of the business in seven-sixteenths. Widths run from three to six feet and lengths from 12 to 24 feet. One-fourth inch ship plate is used for railway freight cars, and dealers usually carry large stocks.

Needs for Repair Work.

No boilers are built in the colony, so the small demand for boiler plate is for repair work. Plates for tanks of mild steel are imported in large quantities, the bulk of the business being in gauges of one-fourth to one inch. One-fourth inch ship plate is used for railway freight cars, and dealers usually carry large stocks.

Beams of structural sizes are used very little in this colony, it being claimed that it is cheaper to build up the desired strength from small shapes and flat iron with the cheap local labor. Small shapes are needed in large quantities for building warehouses, sugar sheds, factory buildings and plantation buildings.

As strong woods are not prevalent, light beams are sufficient for most purposes. Large forests of dipterocarp in eastern Java have furnished wooden beams which make an excellent and durable material in competition with steel beams. Engineering houses in the colony have built up standardized plans, covering the wide range of construction, having become so accustomed to the so-called German sizes and the metric system that little thought or office work is involved in the construction of ordinary buildings. The use of American products on the inch basis entails unusual office work, but the shortage of steel over a long period has reconciled engineers to the use of American products and representatives of American mills are booking large orders.

Borneo Timber to Be Developed.

Two large British companies operating in the far East have consolidated their projects for further developing the timber resources of British North Borneo. The contemplated programme of the new company thus formed to exploit more extensive concessions will ultimately entail an expenditure of from \$2,500,000 to \$3,750,000 gold. This development is expected to affect the entire timber and lumber trade of the far East, and perhaps quite appreciably that of the United States along the Asiatic coast.

Palm Oil in Demand.

American Consul-General Edwin N. Gunsealus at Singapore, Straits Settlements, states that a considerable trade is being developed in Europe for palm oil, and advises that the Government of Negri Sembilan, Federated Malay States, announced that on and after July 1, 1920, it would be prepared to consider applications for land on favorable terms for the cultivation of the African oil palm in that part of the State lying to the east of the Gemas-Kuala Lipis railway line.

SUMATRA'S EXPORTS SHOW HEAVY GAIN

Improved Shipping Facilities Given as Cause.

The total exports from the Sumatra East Coast for 1919 were valued at \$4,133,215 and the total imports \$34,835,410, or a total trade of \$111,988,625. The trade balance in favor of the East Coast in 1919 was \$49,777,505, against \$13,675,942 in 1918. The latter year is considered as representing normal conditions and a normal expansion of trade. It is therefore probable that for the immediate future the balance of 1919 will be maintained between exports and imports.

The enormous exports for 1919, in comparison with previous years, are particularly explained by the low exports for 1918, when shipping conditions were most difficult. Large quantities of products, especially tobacco, were held over until last year, and also some stocks of coffee remained unshipped. The higher valuation of these products and the exchange aided also very materially in increasing the value of the exports.

The exports for 1919, valued at \$50,722,845, should be taken as a normal year, since it indicates a natural progressive movement in the industries of this section of Sumatra. The years 1917 and 1918 were abnormally small, although the output of rubber and tea, particularly, showed substantial increases.

The value of the imports was in the same measure extremely high, although the purchases of rice, the largest single item of imports, were much under normal. Other imports did not show much increase, except in steel and iron products and machinery. The increased imports was due, therefore, more to high prices than to actual quantities purchased.

Japan Gains Marine Benefits.

The shipbuilders of Japan expect to derive considerable benefits from the recent ruling of the Department of Communications authorizing the Imperial Maritime Society to classify newly built ships, make surveys and attend to other business connected with merchant ships, as has been done in London, which caused delay in the necessary procedure. The necessary modifications of the regulations of the Department of Communications are reported to have been made.

Far Eastern Trade Notes.

The American Consul General at Mukden reports that orders are desired for a dredger of the trailing suction type, to cost about \$100,000 in accordance with the tender specifications, for use in connection with the Liao River Conservancy.

The first shipment of wood oil in bulk, that is, in ship tanks, amounting to 500 tons, has been ordered by the United States Navy. Preparations are being made for further direct shipments of this oil, which would show how much of this represents more direct trade between Hankow and the United States rather than via Shanghai, but there is no doubt that it represents a very marked increase in Hankow exports ultimately destined for this country. There has recently been established a line of American vessels plying from Hankow to the United States direct.

Consul General P. S. Heintzelman at Hankow reports that the total value of the declared exports from Hankow to the United States during the quarter ending March 31, 1920, increased 28 per cent. over the corresponding quarter of 1919, from \$2,000,016 to \$2,568,519. Figures are available for the first three months of 1920, which would show how much of this represents more direct trade between Hankow and the United States rather than via Shanghai, but there is no doubt that it represents a very marked increase in Hankow exports ultimately destined for this country. There has recently been established a line of American vessels plying from Hankow to the United States direct.

The annual production of indigo in Manchuria approximates 4,000,000 to 5,000,000 pounds, of which about one-third is disposed of in the open market. The rest is consigned to the Japanese Government, reports Consul General Albert W. Pontius. The best quality sold there in May at 20 cents per 1-1/2 pounds, and the heavier grades at 15 and 21 cents. In favorable soil the yield per acre of indigo is about 2,000 pounds, from which about 200 pounds of crude indigo is obtainable. For the purpose of indigo, the soil must be imported into the Mukden consular district to the extent of approximately 100,000 tons of soil annually. The increasing price of artificial indigo subsequent to the elimination of Germany as a source of supply has made the vegetable indigo industry very profitable. The price of crude indigo for the foreign indigo is still on sale the price of \$170 per cask of about 175 pounds is practically unobtainable.

British enterprises in the Netherlands East Indies will be materially assisted by the recently established British Chamber of Commerce in the Netherlands East Indies, which will issue a publication, *Netherlands Review*, the first number of which has already appeared.

It will be interesting to watch the development of the recently discovered silver mines in Bengal, as valuable minerals are rarely found in large quantities in India, and as reported in a recent publication of the *Indian and Eastern Engineer*, it is estimated that this silver mine in Singhaiah district, nine miles from Haldipur, Bengal-Nagpur Railway, and about 167 miles from Calcutta, will yield 2,000 tonnes of silver in one month, with prospects of a steady increase.

A recent publication of Commerce (Calcutta), describing the kind of motor vehicle most practicable in India, suggests that, as the many unmetalled roads in India are in bad condition, it is advantageous to have motor cars equipped with low gears with easy change, strong springs and steel wheels. Electric lighting and starting systems are desirable, particularly the electric starter, which is absolutely essential to the convenience of the driver, as there is a large and increasing number in India.

As stated in the London Times, a recent discussion of the present lagging in the export of Karachi's wheat brought out the fact that it is necessary, in order to carry on a larger trade, to equip the port at Karachi with modern requirements, dealing with the wheat trade by elevators instead of using the antiquated system of discharging the wheat upon quays or trucks pending shipment. It has also been suggested that small shapes and flat iron be utilized for the formation of an agricultural society in India similar to the Royal Agricultural Society in England, which society has met with the approval of the heads of provinces and has been promised support from some of the great landed owners.

The committee for the annual commercial fair held at Bandoeng, Java, is drafting plans for a big motor car exhibit next year, according to an issue of the Dutch East Indian Archipelago, which compensates for the decision to exclude motor trucks or motor cars from the fair held this last May.

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MOVIES TO EDUCATE FILIPINO FARMERS

Advantages of Machinery Will Be Shown.

In a further endeavor to arouse in the farmers of the Philippine Islands a true appreciation of the possibilities of agricultural machinery, the Philippine Department of Agriculture and Natural Resources plans to utilize moving pictures to demonstrate the most approved methods of cultivation, preparation of seed, use of farm machinery, harvesting and storing crops and methods of packing and handling where these processes are involved. The department has achieved some success in advertising machine stripping rather than salt water retting in the preparation of manila fibre for the market. It has been demonstrated that by this machine the fibre can be prepared in a few hours, the product selling at \$8 a picul (133 1/3 pounds), whereas the method of salt water retting requires one month of time, much attention, and sells at only \$5 per picul.

Coal Production in India.

According to statistics published by the Chief Inspector of Mines in British India, coal to the amount of 21,759,227 tons was produced in that country in 1919, the output in tons of the various provinces being as follows: Assam, 291,134; Baluchistan, 29,124; Bengal, 5,771,632; Bihar and Orissa, 15,117,003; Central Provinces, 497,021; Northwest Frontier Provinces, 20, and Punjab, 46,892.

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